NEWPORT. NEWPORT. By GEORGE PARSONS LATHROY, Charles

Scribner's Sons. There is much skill and power in Mr. Lathrop's last story, and if on the whole it does not produce the most agreeable impression, the uncomfortable effect must be attributed to the faithfulness with which the author has described certain phases of society which are not charming when coldly analyzed. Whoever undertakes to paint life at Newport must, if he is to "hold the mirror up to nature," depict a good deal of frivolity, folly, inanity, conventional servitude, and fashionable absurdities of various kinds. Such a society cannot be made to appear serious, sober, earnest, and since, nevertheless, there are perhaps even better reasons for painting it than for picturing less idle and superficial circles, it is plainly necessary that the artist should produce canvasses which attract by their power and truth rather than by their grace or profundity. And Newport as it is during the season, with all its imperfections, and also with all its fascinations, is reproduced in these pages. The story is one of disappointment such as must result from the experiment sterling worth, taking life seriously, upon fashionable beauty, not knowing its own mind, inexpable of real and profound emotions, selfish, shallow and cold. The tragedy of Eugene Oliphant's love for Octavia Gifford is finely conceived and sustained throughout. Without anticipating the catastrophe, concerning which the reader must inform himself it may be said that there was no other possible ending for Oliphant after what had passed. But we are disposed to find fault with Mr. Lathrop in one particular. It seems to us that Mrs. Gifford would not have been capable of the genuine love which is described as growing in her after Oliphant's death. A woman who could treat a man as she treated him would have forgotten him in less than a month save in so much as the remembrance of his devotion ministered to her

There is some excellent character sketching in the book, which indeed is perhaps altogether rather too much in outline, and suggestive of better and fuller work than is offered. Raish Porter, the keen, buoyant, Bohemian adventurer whose want of honesty brings him to grief, is well done. So is Mrs. Farley Blazer, the coarse and parvenu society leader who has literally fought her way to distinction, and who still seems to hold her place by " force and arms," and to fear defeat and degradation even in the midst of her triumphs. The figures of Mary Deering, Atlee, Justin Craig, Vivian Ware, her brother Stillman, Thorburn, the vulgar and unscrupulous speculator-millionnaire, who deliberately swindles his own son and then laughs at him, and who in the crisis of his life shows himself capable of the worst crime in the decalogue, are in most cases rather outlined and indicated than clearly lrawn, but they are not the less distinctive, and they can be grasped and vivified, which is the crucial test in this kind of literary work.

Mr. Lathrop is very happy in description, and we are tempted to quote some of his most graphic bits. Here for example is a pen-and-ink sketch of Newport in the morning, with the genus " dude" in the

port in the morning, with the genus "dude" in the foreground:

Morning at Newport is a disorganized period, in which the general gathering at the Casino about midday is the most definite incident. Strangers wander about uneasily; now and then a dashing equipage speeds along Bellevne-ave, or a hired victoria creeps languidly through that thoroughfare. The coachmen and footmen attached to the dashing equipages glide rigidly onward in their appointed places; the grooms jump up or down, open doors and fold their arms, with all the precision of trained monkeys; their yellow-topped boots, many-buttoned liveries and "bing" adorned hats increasing the likeness. There are also a good many young men on the street who bear a close resemblance to these hired attendants: their dress, though different, is just as artificial, and they are just as much bound to conduct themselves according to an arbitrary fashion. It is the height of luxury for human beings who have the requisite means to distort other human beings who take care of their horses and carrirages,—on the same principle that ence made it the fashion at Europen courts to keep shwarfs, who had been specially stunted and twisted to meet the demand. The young men of the avenue, inding no one else to distort them, have to do it for themselves. They are debarred from becoming lackeys, but they enjoy all the appearance of being employed on salaries to make thomselves absurd. There they go, trotting about in their small, tight-waisted cutaways, or in long-tailed Incroyable coats, that give them a playful likeness to moths of an exaggerated size. Their shoulders are held awkwardly forward; they lift their tight little legs and stamp their small, uncomfortable shoes down on the pavenent with studied over-carnestness, producing a startling imitation of persons who really have a purpose in going somewhere. They cling each one to a small cane, with a certain desperate tenacity that makes you suspect it is a sort of perch, to which they have grown accustomed in the case which they have grown accustomed in the cage where they served their approacheeship. But what are we talking about 7 Are not these little creatures men? Most assuredly, they wear that painful look of experience so carefully assumed by an order of animals nearly approaching men; and we must give them the beneat of the doubt.

And here is an animated and faithful picture of

And here is an animated and faithful picture of a polo match:

Half an hour before the time for polo, the next afternoon, Perry Thorburn issued from a street near the Cliffs, driving his trap solemnly down Narragansett Avenue, accompanied by a groom with arms discreetly folded. Perry had already indued his tight-fitting riding costume, but it was entirely concealed by his long Newmarket overcost, which allowed only the yellow-bordered boots, that projected below, to betray his errand. He held the reins, however, with peculiar gravity; he was conscious of his exalted mission; you might easily have supposed him a volunteer victim going to some heathen sacrifice, for the good of the community at large. Rotand De Peyster, who was captain of the opposing side, the reds, made his entry upon the polo field from another quarter, with equal state. People in carriages, on horse-back, and on foot kept assembling, until the immense inclosure within the high board ience was thickly fringed with a brilliant concourse. Bannerets fluttered from the macquees in one corner, and a band dispersed brazen melodies through a wide, warm air; there was a great array of pretty costumes, and waving ribbons, and lovely, expectant faces; the seene was festal, yet the fashionable crowd was under the spell of a subdued propriety which throw a solemn tinge over the scene. Solemnly, too, the eight players came out from the tents, and the blues rode down to the lower end of the field. Then, at a given signal, Thorburn and De Peyster charged for the centre crease, where the ball lay awaiting them.

For a few seconds nothing was heard except the

the field. Then, at a given signal, Thorburn and De Peyster charged for the centre crease, where the ball hy awaiting them.

For a few seconds nothing was heard except the dull, rapid pounding of the ponies' hoofs on the thin sward. Thad, thud, thud, they went: every one was breathless, waiting to see who should get the first stroke; but De Peyster's pony was the swiftest, and with a sharp, nervous click he sent the ball flying, before Thorburn could reach it, a good half-way toward the enemy's goal. Instantly Thorburn wheeled, and the other players closed in. They made a queer sight, dressed in tight flannel shirts, with fantastically patterned ornament of stripes, bars, and spots, and wearing round, flattoped caps. They appeared like so many maps starting into sudden action. Flying hither and thither, wheeling abruptly, bending forward, and skimming the ground with their long, unwieldy mallets, they scurried after the ball with the agile inconsequence of kittens, yet in deadly earnest, and never aftering a sound except a few short, sharp cries now and then, which came to the spectators as inarticulate bursts. The silence of the whole proceeding was what struck Oliphant: the punctilious, much-dress assembly was silent, and so were the gentlemen on horse-back, erratically careering about in the centre. The blues gained a temporary advantage, but not enough to save them; and with a few more judicious plays the reds arove the ball between the enemy's pennants, in some three minutes.

As an example of a different style we give the

As an example of a different style we give the description of the death of little Effie, from diphtheria. The child's mother has been flirting desperately and dangerously with young Atlee, but the fatal illness of her darling rouses all her better nature, and by that bedside she is reunited to her husband, whose happiness has narrowly escaped

continued unchanged, except for a long time the doctor was there, observing, thinking, issuing a few directions, and at last going away without in parting any hope. A medicinal pastil was burning slowly on a little side-table; the air of the room could not be freed from a certain deadly closeness; the three figures continued at their post, with a still, concentrated energy, a peculiar exaltation of devotedness, as if they were athletes engaged in a struggle too intense to admit of words. Effice remained nearly motionless; the dry crepitation of her tortured breath emphasized the hush of the room, by its regular iteration. And hour after hour the plain little interior grew more sacred as a centre of parental love, while the man and woman to whom that imperilled life was dear watched its fading, and inhaled the poisonous atmosphere around them without fear of the danger that it threstened to them.

Once, when Effic was to take a prescribed potion,

she roused herself, and looked around as if searching for aid, or for some explanation of the awful combat in which she was forced to engage. The voice which had been so long nearly stifled found its way through the clocking barrier in her throat, and she gasped painfully, "What because?"

At length, near the morning, she rose on her couch, and called clearly for her mother. The final moment had come, though Roger and Mary, misled by the last bright flicker of the vital flame, fancied at first that she was reviving. Suddenly, the signs of dissolution set in. The child continued sitting up, and the father and mother each held one of her hands, looking auxiously toward her, striving still to give her some comfort. She turned her eyes, large and bright with a new intelligence, first to one and then to the other: but presently their lustre began to dim; her strength waned; there passed from the fingers to each of the hands in which they rested three quick, fluttering pulsations, that did not stir the surface, but seemed to thrill electrically from the interior sources of the little life. The father and mother instinctively met one another's gaze, and without a syllable, recognized that they had received the last greeting of a spirit about to depart. In the midst of their agony, this mysterious communication gave them one instant of supreme perception—a perception that afterward lived in their memories tinged by emotion which, paradoxically, was like a holy toy.

Then Effle sank back, breathless, quiet; calm, calm, forever; rigid in lifelessness, yet lying as light upon the bed as a drift of newly fallen show. The white truce upon her face proclaimed surrender and peace.

All the night the wind had been sweeping to and free brigging together the lements of a storm.

The white truce upon her lace preventer and peace.

All the night the wind had been sweeping to and fro, bringing together the elements of a storm. When Roger, in the weird, gray gleam of the dawnlight, slipped noiseless as a ghost into the narrow parlor where Oliphant waited, the storm burst in a torrent of rain; and the trees before the house, bending in the wind, swayed their dark-draped branches with gestures of grief and abandonment. It will be seen from this extract that Mr. Lathrop possesses pathetic as well as satircial power, and in

deed there is a sub-pathetic strain all through the story. On the one hand the thoughtless whirl and glitter and bustle of the wealthy and restless pleasure-seekers; on the other the strong, simple man whose character has been matured by suffering, who has reached middle life without experiencing happiness, and who yields himself almost without an effort to the fascinations of a woman possessing that subtle charm of cultured womanhood which so often conceals the absence of large emotional capacity, and simulates a sensi-bility quite foreign to the real character. It seems indeed a pity that such a man should be sacrificed to such a woman, but then these disasters do happen in actual life, and we shrug our shoulders at them and pass on with a murmur of polite regret. We have said that in "Newport" Mr. Lathrop has done much good work, but it is not less true that he has manifested powers which justify a larger and a fuller canvas, which cause it to be felt that he ought to undertake some literary enterprise of greater scope and affording

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THE ANNUAL MEETING of the stock holders of the Chicago, St. Louis and New-Orleans Ra road Company will be held at the Company's office, Cotta Exchance Building, Carondelet.at., New-Orleans, La., o Weinerday, March 6, at 12 o'clock, noon.

By order of the Board of Directory. Exchance Bulling, Carlo clock, noon.
By order of the Board of Directors.
By order of the Board of Directors.

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March 12. Acting Secretary.

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A QUARTERLY DIVIDEND of one and three quarters per cent on the capital stock of this company has this day been declared payable on Tuesday, April 1, 1881. The transfer-houles will be closed on Saturday, March 22, at 3 o'clock, p. m., and reopen on Wednesday, April 2, at 10 ofcock at 10.

CHICAGO, MILWAUKEE & ST. PAUL
KAILWAY COMPANY - Notice is hereby given that
dividends have been declared out of the net cardiags for the
year, 88%, of three colars and fifty cents per share on the preletred stock, and of three dollars and fifty cents per share on
the common stock of this company, payable on the 15th day of
April next at the office of the company.
The transfer books will be closed on the 24th of March, and
reopened on the 17th day of April next.

JULIUS WADSWORTH.

Vice President.

Nice President.

Bassick Minus Company, 3

44 Watl-St. New Yolis, Feb. 26, 1884. 5

DIVIDEND NO. 5.—A dividend of \$100,000, at one dollar per share, has been this day declared, payable to the steckholders of record on and after Weinesday, March & Trunsler books will close Saturday, March 1st, and re-open Thursday, March Cth.

Secretary.

BANKERS' AND MERCHANES TELEGRAPH COMPAST, IS. BELGAWAY, NEWLYORK, Feb. 5, 1881.

THE BOAKD OF DIRECTORS has this day declared a quarterly dividend of 2 per cent, payable at the office of the company on March 10, 1881; to stockholders

the office of the company on March 10, 1881; to stockholmer of record, March 1, 1884.

The transfer books will be closed from 3 p. m., March 1, to and including March 10.

J. G. CASE,
J. G. CASE,

EXECUTIVE OFFICES

They are ideased not to sacrifice their bonds.

SAPORTAS & WARRINER, 68 and 60 Exchange Place

LINCOLN CO. 68,

LAFAYETTE CO. 6s. SCHUYLER CO. 6s.

Rooms and Flats Co Let. financial.

TTENTION.-Look at the Elegant Flats: A LARGE AND TWO SINGLE ROOMS,

A DESIRABLE upper part in private house. A seven rooms; perfect order, \$50; or will rent lower part, seven rooms, \$50, from May I. J. EDGAR LEAVERAFT, 1,514 Broadway.

A GENTLEMAN GOING ABROAD WILL A rent an elegancy furnished Bachelor's apartment cen-trally located and moderate rent. OGDEN & CLARK, 9 East 17th-st.

BACHELOR APARTMENTS TO RENT .-17 Elegant Bachelor Apartments to rent; central location, 17th-st, near 5th-ave, moderate rents, plans, &c. OGDEN & CLARK, 9 East 17th-st, and 31 Pine. ELEGANT APARTMENT FURNITURE for

FLATS TO LET.-257 West 122d st., third house east of 5th ave; rents \$23 to \$35. Inquire on DERSONS wishing to live elegantly, at same

time recommically, can now have opportunity. Having taken long lease of house in the next fashionable quarter of city will rent loors of three rooms each, unfurnished, or furnished, by the year. Private tables it desired. Unexceptionable references given and required. Address "N.," Tribune Uptown Office, 1,238 irreadway.

TO LET.—A second single flat of 6 light cord. Apply at the office of RHINELANDER ESTATE, No. 155 West Lit. st., or No. 544 East 86th at. TO LET, in the Manhattan, on 86th-st., cor-

DRY DOCK SCRIP, STH-AVE. SCRIP, CITY HORSE CAR STOCK, SCRIP AND BONDS, BANK, GAS AND INSURANCE STOCK.
P. L. THOMAS OR E. C. HILLIER, 51 EXCHANGE PLACE. ner 2d-ave, to small families, four and five room snifes The building is of the latest improvement; passenger elevator hot water from boiler. Apply at the office of Rhinelande Estate, No. 155 West 14th-st., or on the premises. 49 WEST 57TH-ST., in the SONCY, very desirable apartments, cabinet-finished, frescoed, steam-

158 MADISON-AVE., near 33d-st.-Ele-THE HAWTHORNE.

128 WEST SPTHIST., FRONTING CENTRAL PARK. Elegant apartments, sixth floor; handsomely decorated and all modern improvements. Inquire on premises or of ALMON GOODWIN, 2 Wall-st.

Board and Rooms.

East Side. FURNISHED ROOMS, with or without board; all comforts; terms reasonable. 138 East 17th st., be-tween 3d ave, and Irving place. INVALIDS can have all home comforts and

best of care in a private family. Address T. me Uptown Office, 1,238 Broadway. 19TH-ST, 39 East.—Newly furnished rooms

37 EAST 20TH-ST.--Furnished rooms, with West Side.

HANDSOMELY FURNISHED Front Room Second floor, with or without board. 107 West 44th 5TH-AVE., 741.-Elegant rooms, with board; 30 WEST 26TH-ST,—Nicely furnished suites

68 WEST 38TH-ST.—Sunny rooms, with private bath; superior board; highest references re-

fiotels.

EVERETT HOUSE. 4TH-AVE AND 17TH-ST, N. Y. Centrally Located. OVERLOOKING UNION SQUARE. Table Service à la carte.

CLARENDON HOTEL.
4TH-AVE. AND 1STH-ST., N.Y.
On the American and European Plans.
C. H. KERNEH, Proprietor.

BUCKINGHAM HOTEL,

Fifth Avenue and Fiftieth Street, N. Y. Conducted on European Plan, with a Restaurant of unsurpassed excel-

Weddings, Receptions, Dinners and Lunches a Specialty. WETHERBEE & FULLER, Proprietors.

Steamboats and Hailroads.

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST.
Via Philadelphia, Baltimore and Washington.

Trains leave from Fennsylvania R. R. Depoi.
5 p. m., except sanday, for Washington and all points West.
7 p. m., DAILY FAST EXPRESS, through sleeping contents to Chicago, Cincinnati, St. Louis. Connects for all parties West.

points West.
12 MIDNIGHT, daily for Washington and all points West.
For Time-Tables, Tickets, Sleeping Berths and Baggage apply at Company's office, 315, and 21 Broadway; 4 Courts, Broadlyin Pennsylvania Ratiroad. FOR NEW HAVEN.—Steamers leave Peck Sup at 3 o, m, and 11 p, m. (Sundays excepted.) 11 p, m. steamer arrives in time for early trains North and East.

FOR BOSTON.

Steamer and the for early trains North and East,

FOR BOSTON.

VIA PALL RIVER LINE.

Limited Tickets.

Limi

Jay-st., at 5 p. m. POPPLE, Gen'l Pass. Agt., 177 West-st. NORWICH LINE. Inside Winter Route.

To BOSTON, \$3. WORCESTER, \$2 50. NASHUA, \$3 65. PORTLAND, \$6, and no transfer. Steamers CITY OF NEW-YORK

CITY OF LAWRENCE
leave Pier No. 40, North River, foot of Watts.st., next pler
above Desbrosses.st, Ferry, daily except Sundays, at 5:00 p, m.

PHILADELPHIA AND READING

PHILADELPHIA AND READING

RAILROAD

FROM STATIONS OF

NEW-JERNEY CENTRAL DIVISION,
POOT OF LIBERTY-ST., NOETH RIVER.
Direct connection to and from Brooklyn, via Annex Boats,
from Brooklyn Bridge Pier.

TIME TABLE—TAKING EFFECT NOV. 18, 1883.

For PHILADELPHIA and TRENTON, "Bound Brook
Bouts," at 7:48, 9:30, 11:15 a. m., 1:30, 4:00, 4:30, 5:39, 7:00,
12:30 p. m. SUNDAYS at 845 a. m., 5:30, 12:00 p. m.

Direct connection at Wayne Junction for Cermantown and
Chestina Hill; at Columbia-ave, for Manayunk, Conshehocken and Nortistown.

DRAWING-ROOM CARS on all Day Trains and SLEEPING
CARS on Night Trains.

Beturning leave PHILADELPHIA, Ninth and Green-at,
7:30, 8:30, 9:39, 11:00 a. m., 1:15, 3:45, 6:40, 8:46, 12:00
p. m. SUNDAY, 8:30 a. m., 5:30, 12:00 p. m. Third and
Betks-sia, at 6:10, 8:20, 9:00 a. m., 1:00, 3:30, 6:20, 6:30
p. m. SUNDAY, 8:15 a. m., 4:30 p. m.

Leave TRENTON, Warren and Tucker-ats., at 1:25, 8:20, 8:03,
9:05, 10:08, 1:234 a. m., 1:51, 4:22, 6:24, 7:23 p. m. SUNDAYS, 1:25, 0:18 a. m., 1:51, p. m.
For WILLIAMSPORT at 8:45, 7:45, 9:00 a. m., 3:45, 4:00
p. m.
For WILLIAMSPORT at 8:45, 7:45, 9:00 a. m., 3:45, 4:00
p. m.
For WILLIAMSPORT at 8:45, 7:45, 9:00 a. m., 3:45, 4:00
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p. m.
For WILLIAMSPORT at 8:45, 7:45, 9:00 a. m., 3:45, 4:00
p. m.

p. m. for SUNBURY and LEWISBURG at 6.45, 7:45 a.m., 3:45, 4 p. m.

For NEADING and HARRISBURG at 6.45, 7445 a. m., 3445, 4 p. m.

Por READING and HARRISBURG at 7.45, 0:00 11:15 a. m., 1:00, 1:30, 4:00, 5:30, 12:00 p. m. Sundays at 5:30 p. m.

For NCRANTON at 6:45, 9:00 a. m., 3:45 p. m.

For WILKESBARRE and PITTSTON at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sundays at 5:30 p. m.

For DRIFTON at 6:45 a. m., 3:45 p. m.

For TAMAQUA at 5:45, 7:40, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 12:00 p. m.

12:00 p. m.

FOR BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 3:30 p. m. Sunday at 5:30 p. m. Holden, at 6:45, 9:00 a. m., 1:00, 1:30, 8:45, 4:00, 4:30, 6:30 p. m. Sundays, 6:30 p. m.

FOR ELASTON at 6:45, 9:00 a. m., 1:00, 1:30, 8:45, 4:00, 4:30, 6:30, m., 4:00, 4:30 p. m.

FOR HEATIONS ON HIGH BRIDGE BRANCH at 9:00 a. m., 4:00, 4:30 p. m.

FOR FLEMINGTON at 6:45, 9:00 a. m., 1:00, 1:30, 4:00, 4:30, 6:30, 6:30 p. m. Sundays, 1:30 p. m.

FOF ELEMINGTON at 6:45, 6:00 a.m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:00 p.m. Sundays, 1:30 p.m.
FOR SOME RIVILLE at 6:43, 9:00, 10:30, 11:15 a.m., 1:00, 1:30, 3:45, 4:00, 4:30, 5:00, 5:30, 6:00, 7:00, 8:00, 10:80 p.m. Sundays at 8:00 a.m., 1:30, 5:30, 6:00, 7:00, 8:00, 10:30, 11:15 a.m., 1:00, 1:30, 3:30, 3:34, 4:00, 4:30, 5:00, 9:30, 10:30, 11:15 a.m., 1:00, 1:30, 3:30, 3:34, 4:00, 4:30, 5:00, 0:10, 5:30, 6:00, 6:30, 1:00, 1:30, 3:00, 3:30, 3:30, 3:40, 4:00, 5:00, 5:15, 5:30, 6:00, 6:30, 1:00, 1:30, 4:00, 5:30, 9:00, 1:200 p.m. SUNDAYS at 8:00, 8:45 a.m., 1:30, 4:00, 5:30, 9:00, 1:200 p.m. SUNDAYS at 8:00, 8:45 a.m., 1:30, 4:00, 5:30, 9:00, 1:100, 1:30, 4:00, 5:30, 9:00, 1:100, 1:30, 4:00, 5:30, 9:00, 1:100, 1:30, 4:00, 1:100, 1:30, 4:00, 5:30, 9:00, 1:100, 1:000 p.m. SUNDAYS at 8:00, 8:45 a.m., 1:30, 4:00, 5:30, 9:00, 1:100, 1:000 p.m. SUNDAYS at 8:00, 8:45 a.m., 1:30, 4:00, 5:30, 9:00, 1:10, 1:00 p.m. SUNDAYS at 8:00, 8:45 a.m., 1:30, 4:00, 6:15, 6:30, 6:00, 6:45, 6:30, 7:00, 7:30, 8:15, 6:40, 6:45, 6:30, 7:00, 7:30, 8:15, 6:00, 6:45, 6:30, 7:00, 7:30, 8:15, 6:00, 6:45, 6:30, 7:00, 7:30, 8:15, 6:00, 6:45, 6:30, 1:15, 1:00, 9:45, 1:015 a.m., 1:2:00 p.m. For IONG BRANCH, OCEAN GROVES, 40, 41, 10:15 a.m., 1:2:00 p.m. 1:15, 5:00, 4:00, 6:00, 6:15, 6:00, 8:15 a.m., 1:2:00 p.m. SUNDAYS at 8:00, 9:15, 10:15 a.m., 1:2:00 p.m. 1:15, 5:00, 4:00, 6:00, 9:00, 1:15, 6:00, 8:15 a.m., 1:2:00 p.m. SUNDAYS at 8:00, 9:15, 10:15 a.m., 1:2:00 p.m. 1:15, 5:00, 4:00, 6:00 p.m. SUNDAYS at 8:15, 00, 4:00, 6:00 p.m. SUNDAYS at 8:15

Ocean Grove) at 4:00, 10:40 a.m.
For FREEHOLD—At 5, 8:15, 11 a.m., 1:30, 4:50, m.
For LAKEWOOD, FOMS RIVER and BARNEGAT at 8:15
a. m., 1:30, 4:30 p. m. with through parlor cars on 4:30 p. m.
train.
For VINELAND and BRIDGETON at 1:30 p. m. NEW-JERSEY SOUTHERN DIVISION, From Pier No. 8, North River, via Sandy Hook.

Ticketa can be procured at foot Liberty-at., Pier No. 8, North River 21, 102, 207, 207, 261, 271, 418, 721, 944, 1,317, and 1,328 Broadway: 737 and 748 6th-ave.; I Rivingtem-st.; 10 Freenwish-at. 208 East 126th-at. and principal Motels in New York City. In Brooklyn at Nos. 4 Court-at.; 118 Proadway: 738 and 838 Fullon-st.; 210 Manhattan-ave.; 7 be Kalbave.; 1599, Atlantic-ave. 15 Hoboken, 254 Washington-st.; N. Y. Transfer Company will call for and shock baggage from both of the control of the co

Steamboats and Railroads.

FOR BRIDGEPORT and all points on HOU SATONIC and NAUGATUCK RAIL HOADS—Steamers leave Catherine-slip at 11a m., 8 p. m., 23d-st., East River, Eldy, m., Pare lower than by any other roots. EHIGH VALLEY RAILKOAD.—Passenger Littlight valider, Rahlevaller, instellight trains leave depot foot of Certinata and Desbrosses at 8.10 a.m. 3:40 and 7 p.m. for Ession, Bellishen, Allentown, Reading, Mauch Chunk, Wilkesburre, Towanda, Waverly, Ithaca, Geneva, Lyons, Buffalo and the West. Pulman through concless run daily. Local trains at 7 a.m. and 5:40 p.m. for Easton, Bethieleem and Goolsy.

Trains leaving at 8:10 a.m., 1 and 3:40 p.m. connect for all points in Mahanor and Hagleion coal regions, Sunday train local for Mauch Chunk 8:10 a.m. Leave Mauch Chunk Gener J Eastern Office, corner of Church and Cortlandt sta.

Gener J Eastern Office, corner of Church and Cortlandt sta.

E. B. BYINGTON, G. P. A.

NEW-YORK AND LONG BRANCH RR.

NEW-YORK AND LONG BRANCH RR.
Stations in New-York

LEAVE NEW-YORK, commencina November 18, 1883.
For South Amboy, via Phila, & Reading R. R., 5, 815, 11-90, a.m., 130, 4, 5, 6 p. for. Sundays, 4.00, 1045 a.m. via Pean. RR.
6,00 s. m. 12 m. 3:19, 5 p. m. Sunday 9 a. m. 5 p. m.
For Matawan, & c., via Phila, & Reading R. R., 5, 815, 11-90, a.m., 130, 4, 01, 4, 30, 5, 00, 0 p. m. Sunday 9 a. m. 5 p. m.
For Matawan, & c., via Phila, & Reading RR, 5, 500, 815, 11
a. m., 130, 4, 01, 4, 30, 5, 00, 0 p. m. Sundays, 4, 00, 104, 6 a. m., via, Feinn, RR., 9 a. m., 12 m. 8 p. m. Sundays, 4, 00, 104, 6 a. m., via, Feinn, RR., 5, 00, 8, 15 a. m., 150, 400, 100 p. m. Sundays, 600
RR, 5, 500, 8, 15 a. m., 150, 4, 400, 104, 5 a. m., via Pennsylvania RR, 6, 5 m., 150, 400, 6 p. m. Sundays (not stopping at Ocean Grove or Asbury Park), 9 a. m., 5 p. m.
For Freebold, via Philadelphia and Reading RR, 5, 50, 50, 50, m. For Keyport, via Philadelphia and Reading RR, 5, 50, 8, 15, 11
a. m., 1, 30, 4, 00, 5 p. m. For Keyport, via Philadelphia and Reading RR, 5, 50, 8, 15, 11
a. m., 1, 30, 4, 00, 5 p. m. For Keyport, via Philadelphia and Reading RR, 5, 50, 8, 15, 11
b. m., 1, 30, 4, 00, 5 p. m. For Keyport, via Philadelphia and Reading RR, 5, 50, 8, 15, 11
b. m., 1, 30, 4, 30, 5, 30, 6, m. For Lakewood, Toma River, and Barnegat at 3, 15 a. m. 130, 4, 30
c. C. G. HANCOCK, J. R. WOOD, H. H. NIEMAN, G. P. & T. A., P. & R. R. R. & G. P. A. P. R. A. et Sunt. NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Commencing Nov. 18, 1883, through trains will have Grand Central Depot. 8 a. m., Western New-York and Northern Express, with drawing-room cars. daigna, Riochester and Bußalo, connects for Oswero.

11 a. m., Western New-York and Northern Express, with drawing room care.

3:30 p.m., Albany, Troy and Utlea Express, drawing-room care of p. m., Accommodation to Albany and Troy.

4:5 p. m., Accommodation to Albany and Troy.

4:6 p. m., 4: Lonia Express, with sleeping cars for Niagara falls, Bußalo, Cnelmali (except Saturday). Toledo, Detroit, and 4: Also Detroit, Chicago, St. Louis, Express, with sleeping cars for Rochester, Buffalo, Cleveland, Toledo, Detroit, Chicago, St. Louis, Oswero, also, Lowville (except Saturday).

5: The control of the C

sleeping cars). Newport express leaves Grand Central Depot cars). Newport express leaves Grand Central Depot cars). Newport 7:35 p. m. Parlor cars attached, arrives at Newport 7:35 p. m. Parlor cars attached, F. W. POPPLE, Agent

PENNSYLVANIA RAILROAD.

DENNSYLVANIA RAILROAD.

On and after Feb. 27, 1884.

GREAT TRUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New-York via. Desbrosses and Cortlandt Street
Ferrices as follows:

Harrisburg, Pittaburg, the West and South, with Pullman
Palace Cars attached, Sa. m. 6 and Sp. m. daily. New-York
and Chicago Limited, of Parior, Dining, Smoking and Sleeping Cars, at 9 a. m. every day.

Williamsport, Lock Haven, Sa. m. 8 p. m. Corry and Eric at
Rp. m. connecting at Corry for Titasville, Petroleum Centre
and the Oil Regions.

Engress' of Pullman Parlor Cars daily except Sunday, 10
a. m., arrive Washington and the South. "Limited Washington
Engress' of Pullman Parlor Cars daily except Sunday, 10
a. m., arrive Washington 405 p. m. Regalar, via B.
B. and O. R. E. 1 and 7 p. m. and 12 night. Sucday, via B.
and P. R. 8, 615 a. m., 8 p. m. and 12 night. Sucday, via B.
and P. R. 8, 615 a. m., 9 p. m. and 12 night. Sucday, via B.
and P. R. 9, m. and 12 night.

For Atlantic City except Sunday, with through car, 1 p. m.
Long Branch, Bay Head Junction, and intermediate stations
via Rahway and Amboy, 9 a. m., 12 noon, 810, 8 p. m. On
Sunday, 9 a. m. and 5 p. m. do not will all Abourt Park.)

Boats of Brooklyn Amex" company and direct transfer for
Foroklyn trave.

Trains arrive m Pittsburg, 6.10 and 11:20 a. m., 7:30 and
10:20 h. daily, and 7 a. m. daily except Monday. From
Washington and Baltimore, 6:30 and 6:50 a. m., 8:40, 8:50,
6:50, 0:20, 10:05 and 10:35 p. m. From Palladeiphia, 8:30, 6:10 a. m., 120, 2, 8:40,
8:50, 6:30, 6:20, 6:30, 6:50, 6:50, 7:55, 11:35 a. m.;

George Monday, 2:50, 6:20, 6:35, 6:50, 7:55, 11:35 a. m.;

TO PHILADELPHIA.

THE OLD ESTABLISHED BOUTE AND SHORT LINE

TO PHILADELPHIA.

THE OLD ESTABLISHED ROUTE AND SHORT LINE 20 TRAINS EACH WAY WEEK-DAYS AND 9 ON SUNDAY; 3 STATIONS IN PHILADEL-PHIA; 2 IN NEW-YORK.

DOUBLE TRACK, THE MOST IMPROVED EQUIP-MENT, AND THE FASTEST TIME CONSIST. ENT WITH ABSOLUTE SAFETY.

Express Trainsleave New-York via Desbrosses and Certlands Street Ferries as follows: 6:20,7:20,8,8:30 (9 and 10 Limited), 11, 11:10 a.m. 1, 3:20, 8:40,4,6,6,7,8 and 9 p. m. and 12 night. Sundays, 6:15, 8, (9 Limited) and 10 a.m.; 4,6,7,8 and 9 p. m., and 12 night. Trains leaving New-York daily, except Sunday, 7:30, 8:30 and 11:10 a.m., 1,2,4,5 and 7 p.m., connect at Trenton for Camden. 11:10 a.m., 1, 2, 4, 5 and 7 p.m., connect at French Canden.

Returning trains leave Broad-st, Station, Philadelphia, 12:01.

3:15, 3:20, 4, 4:35 (except Monday), 6:50, 7:30, 8:20, 8:30

11, and 11:15 a.m. (Limited Express 1:30 and 5:20 p.m.), 1, 3, 4, 5, 6, 68:30, 7:30, 7:45 and 8 p.m. On Sunday 12:01, 8:10, 3:20, 4, 4:35, 8:30 a.m. 4, 6:20 Limited), 6:30, 7:40, 7:45

and 8 p.m. Leave Philadelphia via Canden, 8:50 a.m. daily except Sunday.

Ticket offices, 4:35, 8:40, and 3:44 Broadway, 1 Astor House, and foot of Desbrosess and Cortlandt Streets, 4 Courtest, and Brocklyn Annex Station, foot of Fulton-st, Broak'sh, Bush's Motel, Hobsken; Station, Jersey City, Emistrant Ticket Office No. S Battery Place and Castle Garden. des.
The New-York Transfer Company will call for and check baggage from hotels and residences.
CHARLES E. PUGH,
General Manager.
J. R. WOOD,
General Pass'r Agent.

TARIN'S CITY, RIVER AND HARBOR TRANSPORTATION

COMPANY.
Office Pier 18, N. R., foot of Cortlandt-st.

Consignments of freight forwarded as directed to any part of the world. UNEQUALLED FACILITIES FOR DISPATCH. Orders received for delivery of all kinds of freight and mere chandise to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HAR-

BOR LIGHTERAGE. Freight of every description promptly lightered to any point in the harbor at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHAR-TER FOR EXCURSIONS, Steamer JOHN H. STARIN for NEW-HAVEN, leaves Plet 18, N. R., foot of Cortlandt-st., at 2 p. m. daily. [SUNDAYS

Por New-Haven and points Cast, at Pier 18.

NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Cents, via Steamers from Pier 1, E. R., foot of White-

NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Cents, via Steamers from Pier 1, E. R., foot of White-hall-st.

CENTRAL SHIPYARD, Communipaw, N. J.—Dry Docks, Machine and Boiler Shops. Everything appertaining to the construction and repair of vessels.

THE ERIE RAILWAY, better known as the NEW-YORK, LAKE ERIE AND WESTERN RAIL—Arrangements of trains from Chambers-st. Depot.

9 am—Daily except Sundays, Day Express, drawing-room conches to Hundhamton, Elmira and Builaio. Sleeping coaches to Cleveland, Uncliniant and Chicago.

6 pm dealy, "St. Louis Limited" Express.—No extra charge for fast time—Pullman Sleeping Conches to Huffaio, arriving 7:25 a m. Nagara Falls, 9 a m. Saismanca 7:35 a m. Cleveliand 14:40 p m. Chichandt, 8:29 pm, 8t. Louis Saido an second day. Connecting trains arrive Detroit 3:10 p m. Toledo 5:20 pm and Indianapolis il a m.

8 pm (Daily)—Pacific Express for the West. A Solid Train of Pullman Day and Sleeping Conches to Ringhamton, Elmira, Buffaio, Niagara Falls, Cincinnati and Chicago. Hotel and Buffet Smoking Coaches to Chicago.

8:15 pm—Emigrant train for the West.

8:16 pm—Emigrant train for the West.

8:17 pm—Emigrant train for the West.

8:18 pm (Daily)—10 of 10 of 10

NORTHERN RAILROAD OF NEW-JERSEY.
Trains leave for Englewood, Closter, Piermont and
Nyack 7 8:30 10 s m 1 8:20 4 4:50 6:30 6:40 8:30 p m 12 midsnight. Sandaya 7 Pa m and 7:16 p m.
Ennnet, Spring Valley and Monsey 7:10 10 a m 4:50 p m.
Spring 7 a m. Sundays 7 a m. JOHN N. ABBOTT, Gen'l Pass'r Agent, New-York.

WEST SHORE ROUTE.

NEW-YORK, WEST SHORE & BUFFALO RAILWAY
Trains leave Desbrosses, Cortlandt and foot of West 42d sta.
For chicago, Suspension Bridge, Ningara Falls and Buffalo,
8 p. m.
For Newark, Rochester, Syracuse and Oueids, 9:30 a. m.; *9

Sp. m.
For Newark, Rochester, Syracuse and Oneids, 9:30 a.m.; *39 m.
Utica, Little Falls, Fort Plain, Canajoharie, Port Jackson Amsterdam, 9:30, 11:20 a.m.; *8 p. m.
Albany and Catakuli, *8, 9:30, 11:20 a.m.; 4:30, *8 p. m.
Albany and Catakuli, *8, 9:30, 11:20 a.m.; 4:30, *8 p. m.

**Daily Other trains daily except Sunday.
Buffed Parlor Cars on 9:30 a.m. 1:20 a.m. and 4:30 p. m.
trains for Albany.
Parlor Buffet Cars on 9:30 a.m. train for Syracuse and Rechester.
Pullman Buffet Sleeping Cars on 8 p. m. train for Buffalo and Chicago.
Tickets and time tables at stations and at offices of the company, Jersey City, Pennsylvania Railrond Station, Brockiyn, No. 4 Courtsat. Ames office, foot of Fulton-st., 238, Fulton, No. 7 DeKalbave, New York City, Nos. 122, 207, 5t., and No. 7 DeKalbave, New York City, Nos. 122, 207, 791, 3:63, 4:19, 4:6, 1, 333 Broadway, No. 5 Union Square, No. 737, 6th.avc., No. 168 East 120th.st., Pennsylvania Railrond Station, foot Desbrosses. st., foot Corilandist, and West Shors Busilon, foot Desbrosses. st. foot Corilandist, and West Shors Busilon, foot Desbrosses. st. foot Corilandist, and West Shors Busilon, foot West 42d-si.

REENRY MONETT, Oan. Pass. Agent.

restened to them. Once, when Effic was to take a prescribed potion,

OFFICE OF THE CHICAGO, ST. LOUIS AND NEW-ORLEANS RAILTOAD COMPANY

p. m. Transfer books will close in 11. W. L. M. ROWLEY, Acting Secretary.

NATIONAL CABLE RAILWAY,

W. H. JOHNSON,

RALLS CO. 6s, PETTIS CO. 6s,

M. R. COOK, Vice-President.

THE INTEREST in the following Bonds in payable at the bunking hone of Messre. Wins LOW INTEREST in the following Bonds in ATTEREST in the following Bonds in ATTEREST in the Course of Nassan and Cedar size, New York City, or and atter Murch 1, 18-4;
Central Mint Company (Limited) of Mexico.

Columbus, Hockine Valley and Toledo Reilway Company, Course Messrague 5s.
Columbus and Tisledo Baltrond Company.

Second Mortgage 7s.
Dayton and Michigan Baltrond Company.

Thieso Deput Second Mortgage 7s.
Thieso Deput Second Mortgage 7s.
Indiana pails, Indiana.

Indiana, offs, thursday
School 6s.
Loganeport, Indiana.
Funded Loan 6s.
Pittsburg, Fort Wayne and Chicago Railway Company.
First Mortgage 7s, Series C.
Second Mortgage 7s, Series I.
Foutpment Mortgage 8s.
Scioto Valley Railway Company.
Equipment Arast 6s.
Verminion County, Indiana.
County 6s.
Wabsah County, Indiana.
Gravel Road 6s.
March 2.

Minmi County, Indiana. Gravel Road 6s.

Blackford County, Indiana. Gravel Road 7s. Vermillion County, Indiana, Walterly Loud 7s. Gravel Road 7s.
Wabsah County, Indiana.
Gravel Hoad 6s.
March 11.

Marion, Indiana. School ös. Mitchell, Indiana. School 7s.

Vigo County, Indiana, March 18. Miauri County, Indiana. Bridge 6s.

Adams County, Indiana. Gravet fload 6s. THE TEXAS AND PACIFIC RAILWAY COMPANY.—The coupons maturing March 1, 188. the First Mortgage Eastern Division Bonds of the Texas Partine Railway Company will be paid on and after that on at the office of the Morcantile Trust Company, 120 Broads

C. E. SATTERLEE, Tressurer. Business Chances.

A PARTNER WANTED with a small capital to handle the goods of a Manufacturing Company. C. J., BUSINESS OPPORTUNITY.—A Country or will rent; stinated three miles from Summitt, Address E. G. POTTER, Summit, N. J.

EXCELLENT BUSINESS OPPORTUNITY!

The only complete set of abstracts of title to all lands and city lots, in a well-settled county in Northern Iowa, for sale by F. A. ROZIENE, Room 36, No. 63 Broadway, New-York Sales by Anction.

JOHN H. DRAPER, Auctioneer.

By JOHN H. DRAPER & CO.

WEDNESDAY, March

et 11 o'clock a. lb.,

(By order of Meastra Hearter BROTHERS),

At their New Store, 5th-ate., between 20th and 21st-sts.

A LARGE LOT OF HANDSOME FUNNITURE—Being surplus stock accumulated prior to their recent removal, and consisting of Drawing-room, Diming-room, Bedroom, and Library Sulfa and Odd Pieces, Portieres, Tapestry,

&, &c.

Cab be examined as shows by extraction.

Can be examined as above by catalogue on Monday, March, until sale. Summer Resorts.

PAVILION HOTEL AND COTTAGES, ISLIP, Long Island, will open April 1. House heated with steam. JAMES SLATER, of the Berkeley, oth-ave, and Oth-st, owner and proprietor.

Dressmaking. MESDEMOISELLES HENRIETTE & CESA-nessof work in every particular guaranteed, highest refer-ances 145 West 10th 45.